

der of Suspension shall remain in full force and effect until the Statement of Record has been properly amended as required by the Interstate Land Sales Full Disclosure Act and the implementing Regulations.

This Order shall be served upon the Respondent by certified mail pursuant to 24 CFR 1720.440.

Any sales or offers to sell made by the Developer or its agents, successors, or assigns while this Order of Suspension is in effect will be in violation of the provisions of said Act.

Issued in Washington, D.C.

Dated: August 13, 1975.

JOHN R. McDOWELL,
Acting Secretary of Housing
and Urban Development.

[FR Doc.75-22530 Filed 8-25-75; 8:45 am]

[Docket No. N-75-415]

MOSS BRAE FALLS TRACT

Order of Suspension

In the matter of Moss Brae Falls Tract OILSR No. 0-3342-04-601 Land Sales Enforcement Division Doc. No. Y-1080IS Order of Suspension.

Notice is hereby given that: On or about November 15, 1974, the Department of Housing and Urban Development, Office of Interstate Land Sales Registration, mailed by certified mail to PAR Development, Inc., 210 N.E. 20th Avenue, Portland, Oregon 97232, a letter requesting certain documents and that the return receipt requested was returned showing delivery had been made; that the requested documents were not furnished, that on or about February 27, 1975, the Department mailed a Notice of Proceedings to Don Lucas, President, PAR Development, Inc., and service was completed; and on or about June 18, 1975, the Department attempted to serve upon Don Lucas, President, PAR Development, Inc. an Order of Suspension by certified mail and service of process was not possible. Accordingly, pursuant to 15 U.S.C. 1706(e) and 24 CFR 1710.45 (b)(1), the Order of Suspension is being issued as follows:

ORDER OF SUSPENSION

1. The Developer being subject to the provisions of the Interstate Land Sales Full Disclosure Act (Pub. Law 90-448) (15 U.S.C. 1701 et seq.) and the Rules and Regulations lawfully promulgated thereto pursuant to 15 U.S.C. 1718, has filed its Statement of Record covering its subdivision which became effective on March 8, 1974 pursuant to 24 CFR 1710.21 of the Interstate Land Sales Regulations. Said Statement is still in effect.

2. Pursuant to lawful delegation, as authorized by 15 U.S.C. 1715, the authority and responsibility for administration of the Interstate Land Sales Full Disclosure Act has been vested in the Interstate Land Sales Administrator.

3. Pursuant to 15 U.S.C. 1706(d) and 24 CFR 1710.45(b)(1), if it appears to the Interstate Land Sales Administrator

at any time that a Statement of Record, which is in effect, includes any untrue statement of a material fact or omits to state any material fact required to be stated therein or necessary to make the statement therein not misleading, the Administrator may, after notice, and after an opportunity for a hearing requested within 15 days of receipt of such notice, issue an order suspending the Statement of Record.

4. A Notice of Proceedings and Opportunity for Hearing dated February 27, 1975 was sent to the Developer informing the Developer of information obtained by the Office of Interstate Land Sales Registration showing a change occurred affecting a material fact contained in the above-specified Statement of Record and the failure of the Developer to amend the affected sections of the Statement of Record and Property Report. The Developer has failed to request a hearing pursuant to 24 CFR 1720.160 within 15 days of receipt of said Notice of Proceedings and Opportunity for Hearing.

Therefore, pursuant to the provisions of 15 U.S.C. 1706(d) and 24 CFR 1710.45 (b)(1), the Statement of Record filed by the Developer covering its subdivision is hereby suspended, effective as of the date of the receipt of this Order of Suspension by the said Developer. This Order of Suspension shall remain in full force and effect until the Statement of Record has been properly amended as required by the Interstate Land Sales Full Disclosure Act and the implementing Regulations.

This Order shall be served upon the Respondent by certified mail pursuant to 24 CFR 1720.440.

Any sales or offers to sell made by the Developer or its agents, successors, or assigns while this Order of Suspension is in effect will be in violation of the provisions of said Act.

Issued in Washington, D.C.

Dated: August 13, 1975.

JOHN R. McDOWELL,
Acting Secretary of Housing
and Urban Development.

[FR Doc.75-22531 Filed 8-25-75; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

HIGH ALTITUDE POLLUTION PROGRAM PLANNING

Meeting

The purpose of this Notice is to announce a Planning Meeting on September 11-12, 1975, in Washington, D.C., to discuss the Federal Aviation Administration's (FAA) High Altitude Pollution Program (HAPP).

Topics of discussion include research plans for numerical simulation of stratospheric chemical and dynamic behavior, laboratory and field measurements in support of this simulation, and aircraft engine emissions data collection and analysis.

Members of the public wishing to attend this Planning Meeting are asked

to inform the FAA's Office of Environmental Quality of their intentions in order that adequate meeting facilities may be arranged. Information may be obtained from Ms. J. B. Barriage on (202) 426-8496, or by writing:

Department of Transportation, Federal Aviation Administration, Office of Environmental Quality, 800 Independence Avenue, S.W., Washington, D.C. 20591, Attention: AEQ-3.

CHARLES R. FOSTER,
Director of Environmental Quality.

[FR Doc.75-22511 Filed 8-25-75; 8:45 am]

Federal Railroad Administration

[FRA Waiver Petition No. HS-75-15]

PORTLAND TRACTION CO.

Petition For Exemption From Hours of Service Act

The Portland Traction Company has petitioned the Federal Railroad Administration (FRA) pursuant to 45 U.S.C. 64a(e) for an exemption, with respect to certain employees, from the Hours of Service Act, 45 U.S.C. Secs. 61, 62, 63 and 64.

Interested persons are invited to participate in this proceeding by submitting written data, views, or comments. Communications should be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Attention: FRA Waiver Petition No. HS-75-15, Room 5101, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received before September 26, 1975, will be considered before final action is taken on this petition. All comments received will be available for examination by interested persons during business hours in Room 5101, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Issued in Washington, D.C., on August 21, 1975.

DONALD W. BENNETT,
Chief Counsel,
Federal Railroad Administration.

[FR Doc.75-22548 Filed 8-25-75; 8:45 am]

Materials Transportation Bureau

[49 CFR Parts 107, 170]

[Docket No. HM-127; Notice No. 75-7A]

HAZARDOUS MATERIALS REGULATIONS Proposed Exemption Procedures; Public Hearing

On August 4, 1975, a Notice of Proposed Rule Making was published in the FEDERAL REGISTER (40 FR 32758) proposing new regulations that would prescribe the procedures to be followed in applying for and the processing of applications for exemptions from the Materials Transportation Bureau Regulations governing the transportation of hazardous materials which, except for bulk transportation by water and certain ship supplies, govern the movement of such materials by any mode of transportation.

Interested persons were invited to submit views and comments on the pro-

posal and a public hearing was held for that purpose on August 26, 1975.

Considerable interest in the proposed exemption procedures has been expressed by persons shipping and transporting hazardous materials via aircraft in the State of Alaska. In consideration of this fact, and due to the potential inconvenience to individuals residing in Alaska should they desire to participate in a public hearing, a public hearing will be held at 10:00 a.m. on September 3, 1975, in Room 808 of the Hill Building located at 632 Sixth Avenue, Anchorage, Alaska.

Complete copies of Notice 75-7 containing the proposed exemption procedures may be obtained from the FAA's Anchorage Area Coordinator, 4510 International Airport Road, Anchorage, Alaska (265-4644); the Fairbanks Area Coordinator, 6540 Airport Way, Fairbanks, Alaska (456-4600); the Juneau Area Coordinator, Juneau, Alaska (586-7245); and the King Salmon Area Coordinator, King Salmon, Alaska (246-3321).

AUTHORITY: 49 CFR Part 102, Appendix A(a).

Issued in Washington, D.C. on August 22, 1975.

ALAN I. ROBERTS,
Director, Office of Hazardous
Materials Operations.

[FR Doc. 75-22743 Filed 8-25-75; 8:45 am]

ACTION

FOSTER GRANDPARENT AND SENIOR COMPANION PROGRAMS

Income Eligibility Level

This notice revises the schedule of income eligibility levels for individuals and families for the Foster Grandparent Program and the Senior Companion Program published in the FEDERAL REGISTER of January 24, 1975 (40 FR 3798). Based on figures effective April 30, 1975, obtained from the Community Services Administration (formerly Office of Economic Opportunity) Income Poverty Guidelines dated March 26, 1975, these amounts include State supplements to the Federal Supplemental Security Income (SSI) Program.

These ACTION programs are authorized pursuant to section 211 of the Domestic Volunteer Service Act of 1973, Pub. L. 93-113, 87 Stat. 402. Pursuant to section 421(4) of Pub. L. 93-113, 87 Stat. 414, the income eligibility levels are determined by the currently applicable guideline published by the Community Services Administration, pursuant to section 625 of the Economic Opportunity Act of 1974, as amended (42 U.S.C. 2971(a)), and increased by the amounts individual States supplement the Federal Supplemental Security Income (SSI) program. The State supplemental payments reflect the higher cost of living in the geographic area to be served by the project. Section 625 permits the OEO guideline to be adjusted for cost-of-living changes.

The income eligibility levels will be reviewed at least once a year, and similar schedules will be prepared to reflect any

changes required as a result of that review.

Pursuant to section 420 of Pub. L. 93-113, this policy will become effective on August 26, 1975.

Action schedule of income eligibility levels for foster grandparents and senior companions

State	Individuals	Family of 2 ¹	Family of 3 ¹
Alabama	\$2,590	\$3,542	\$4,362
Alaska	4,408	5,842	6,862
Arizona	2,590	3,410	4,230
Arkansas	2,590	3,410	4,230
California	3,658	6,062	8,882
Colorado	3,658	4,850	5,670
Connecticut	3,694	4,214	5,034
Delaware	2,590	3,410	4,230
District of Columbia	2,590	3,410	4,230
Florida	2,590	3,410	4,230
Georgia	2,590	3,410	4,230
Hawaii	3,814	4,422	5,362
Idaho	3,142	3,854	4,674
Illinois	2,938	3,410	4,230
Indiana	2,590	3,410	4,230
Iowa	2,590	3,410	4,230
Kansas	2,590	3,410	4,230
Kentucky	2,590	3,410	4,230
Louisiana	2,590	3,410	4,230
Maine	2,710	3,590	4,410
Maryland	2,590	3,410	4,230
Massachusetts	4,066	5,702	6,622
Michigan	2,878	3,842	4,662
Minnesota	2,974	3,878	4,698
Mississippi	2,590	3,410	4,230
Missouri	2,590	3,410	4,230
Montana	2,590	3,410	4,230
Nebraska	2,394	4,250	5,070
Nevada	3,658	4,358	5,178
New Hampshire	2,878	3,602	4,422
New Jersey	3,022	3,782	4,602
New Mexico	2,590	3,410	4,230
New York	3,322	4,322	5,142
North Carolina	2,590	3,410	4,230
North Dakota	2,590	3,410	4,230
Ohio	2,590	3,410	4,230
Oklahoma	2,830	3,890	4,710
Oregon	2,866	3,722	4,542
Pennsylvania	2,830	3,770	4,600
Rhode Island	3,034	4,238	5,046
South Carolina	2,590	3,410	4,230
South Dakota	2,590	3,410	4,230
Tennessee	2,590	3,410	4,230
Texas	2,590	3,410	4,230
Utah	2,590	3,410	4,230
Vermont			
Area 1	2,938	3,758	4,578
Area 2	2,938	4,142	4,962
Virginia	2,590	3,410	4,230
Washington:			
Area 1	2,950	3,866	4,626
Area 2	2,782	3,482	4,302
West Virginia	2,590	3,410	4,230
Wisconsin	3,430	4,790	5,550
Wyoming	2,590	3,410	4,230
Puerto Rico	2,590	3,410	4,230

¹ "Family" refers to a group of 2 or more persons related by blood, marriage, or adoption and residing together.

JOHN L. GANLEY,
Deputy Director.

[FR Doc. 75-22602 Filed 8-25-75; 8:45 am]

CIVIL AERONAUTICS BOARD

[Order 75-8-107; Dockets 26702; 25911]

WESTERN AIR LINES, INC., HUGHES AIRWEST

California-Alberta Route Proceeding; Order

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 20th day of August, 1975.

The bilateral air transport agreement between the United States and Canada, signed on May 8, 1974, provides for, inter alia, new nonstop routes between Los Angeles and San Francisco, on the one hand, and Calgary and Edmonton, Alberta, on the other hand. Under the

terms of the agreement these routes will be effective April 25, 1976.

Upon consideration of the foregoing and other pertinent matters, the Board has determined to institute an investigation to determine whether the public convenience and necessity require U.S.-flag nonstop service between Los Angeles and Calgary/Edmonton, Alberta and between San Francisco and Calgary/Edmonton, Alberta.¹

We have determined that the proceeding instituted herein is by its very nature not one which could lead to a "major Federal action significantly affecting the quality of the human environment" within the meaning of section 102(2)(C) of the National Environmental Policy Act of 1969 (NEPA). In a case such as the instant one all prospective environmental effects, direct and secondary, proceed in the first instance from changes in aircraft schedules and levels of service. Our conclusion in regard to the environment is largely based, therefore, upon our finding that there are unlikely to be environmentally significant changes in such schedules and service levels should nonstop service be authorized. In view of the size of the markets² and the present level of existing service,³ it is doubtful that there will be a significant increase in total frequencies by any candidate for the instant authority. This fact also must be placed in the context of the large overall level of traffic at Los Angeles and San Francisco. Los Angeles ranked second and San Francisco ranked fifth among U.S. airports in air carrier passenger enplanements for fiscal year 1972. In 1973 there were 497,000 aircraft operations at Los Angeles International airport, with 767,000 projected for 1975 and 792,000 for 1976. San Francisco International Airport experienced 360,000 aircraft operations in 1973, and the projected operations for 1975 and 1976 are 367,000 and 374,000, respectively.⁴

Accordingly, we are not directing our staff to undertake the preparation of an

¹ We shall not, as a pretrial matter, limit any award of new authority to a separate segment or segments. Rather, we shall leave for the development of the record the precise manner in which any new authority (if found required) shall be awarded.

² The amount of O&D passengers on U.S. carriers in the markets for calendar year 1974 was as follows:

Los Angeles-Calgary	25,390
Los Angeles-Edmonton	9,530
San Francisco-Calgary	7,870
San Francisco-Edmonton	2,110

³ Airwest and Western provide two daily two-stop round trips in the Los Angeles-Calgary market and two daily three-stop round trips in the Los Angeles-Edmonton market. Western provides one daily four-stop round trip in the San Francisco-Calgary market and Canadian Pacific provides 2 daily one-stop round trips between San Francisco and Edmonton.

⁴ Terminal Area Forecast, 1975-1985, Department of Transportation FAA, Office of Aviation Economics, Aviation Forecast Division, July 1973, pages ix and WE 17 and 23. (The forecasts in this study were prepared before the energy crisis in the fall of 1973 and therefore do not reflect its impact on future activity levels.)